

# National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



HWY22MH009

## **PERSONAL ELECTRONIC DEVICE (PED) - VIDEO**

Specialist's Factual Report

September 15, 2022

## **A. EVENT SUMMARY**

Location: Clarendon Hills, Illinois  
Date: May 11, 2022  
Time: 08:16 central daylight time (CDT)  
Vehicle 1: 2004 International Truck (Del's Moving Inc.)  
Vehicle 2: METRA commuter train #1242

## **B. PERSONAL ELECTRONIC DEVICE (PED) - VIDEO SPECIALIST**

Specialist: Sean Payne  
National Transportation Safety Board (NTSB)  
Washington, DC

## **C. DETAILS OF THE INVESTIGATION**

The NTSB Vehicle Recorder Division received a link to a video of the accident posted to an online news channel. This video appeared complete but was redacted to obscure the body of the fatality. Later, a link was provided to an unredacted, but reposted video (not original copy) from the same news website. The original video was unable to be obtained, instead the video examined in this report was obtained from the news channel's YouTube page. This version of the video provided the best resolution available. The following link contains the YouTube recording:

Video Link: [https://www.youtube.com/watch?v=JKCXIVH\\_eI0](https://www.youtube.com/watch?v=JKCXIVH_eI0)

### **1.0 PED Video Recorder Recording Description**

No details of the original recording were obtained.

### **1.1 Time Correlation**

Time correlation was created for this video recording by referencing the Onboard Video and Security Camera Specialist's Factual Report, which can be found in the public docket for this accident. Specifically, the moment of impact of the train with the truck was used to correlate the timing events in this video summary.

## **D. SUMMARY OF THE EVENT**

### **PED Video**

The obtained video was 1280 x 720 pixels in resolution, in color. The duration of the video was approximately 24 seconds at a frame rate of 29.97 frames per

second (fps). The original video was not obtained, and the obtained video's characteristics likely differ from the original recording.

Figure 1 is a screen capture of first frame of the PED recording. The aligned time was approximately 08:16:05 CDT. The box truck is stopped on the tracks, the crossing arm had struck the box truck and was no longer moving. The crossing lights were active and flashing. Both doors of the box truck were open. A person was in the process of exiting the front right passenger door of the box truck. The legs of this person have been redacted. The train horn was sounding at the time of this screen capture. The crossing bell was also audible.



**Figure 1.** A screen capture of the first frame of the PED recording. The time was 08:16:05 CDT. The video source's name is redacted from the top left corner of the video.

By two seconds into the recording (08:16:07 CDT), the video had tilted down and a view of the crossing was no longer provided. The train's horn was still audible.

Approximately six seconds into the recording (08:16:11 CDT), the PED video had again recaptured the accident site. At this time, the train was impacting the box truck. Both of the box truck's front doors appeared to be in the closed position. Figure 2 is a screen capture at this time.



**Figure 2.** A screen capture at time 08:16:11 CDT. The video source's name is redacted from the top left corner of the video.

The train impacted the front of the box truck and pushed the front of the box truck rapidly down the tracks, resulting in a rapid pivoting motion of the box truck. Dust and debris were visible in the hood area of the box truck. The hood of the box truck appeared to detach. The point of view of the camera changed rapidly at this time.

The train continued forward, the crossing arm appeared to detach from the crossing equipment and was visible above the head end train car along with some flying debris. A black wire was visible flying in the air above the head end train car.

In the next five frames, white paneling became visible above the head end train car, from the direction of where the box truck was struck.

Figure 3 is a screen capture at approximately 7 seconds into the recording (08:16:12 CDT). A blurred bubble of video appeared near the lower window of the head end train car, five windows from the back of the head end train car. The unredacted version of this recording showed this was consistent with the body of the fatality being ejected from the train. Debris and a black wire were visible above the head end train car.



**Figure 3.** A screen capture at time 08:16:12 CDT. The video source's name is redacted from the top left corner of the video.

The train continued down the tracks, debris and the black wire still visible above the train.

By 08:16:14 CDT, most of the debris that had been visible above the train was no longer visible.

By 08:16:18 CDT, the camera had panned to the left (in the direction of the train's motion). A brown cloud of smoke and debris was visible on the right side of the train.

By 08:16:23 CDT, the end of the train had passed out of view. Some orange flame was visible on the far side of the tracks. Figure 4 is a screen capture at this time.



**Figure 4.** A screen capture at time 08:16:23 CDT. The video source's name is redacted from the top left corner of the video.

By 08:16:25 CDT, the PED's view was tilted downward and the accident scene was no longer visible. The video ended at 08:16:29 CDT.

Submitted by:

Sean Payne  
Sr. Engineer